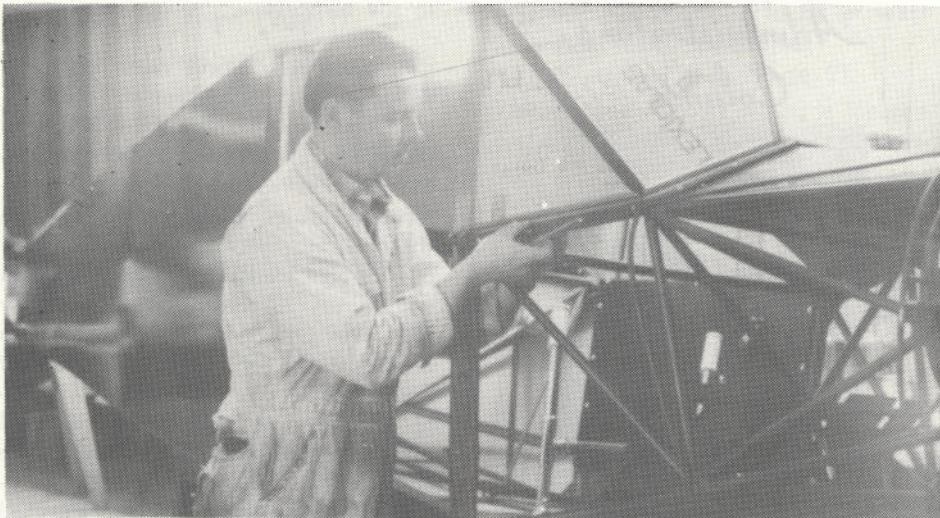
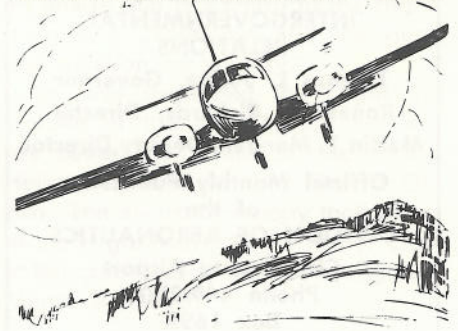




Wayne Carlson, A&P-IA, restoring to "like-new" condition 1929 Kari-Keen owned by Frank Bass. See article by Mike Ferguson.

MONTANA and the SKY



MONTANA DIVISION OF AERONAUTICS

Vol. 26 — No. 4

April, 1975

BILLINGS AVIATION WEEK

The period of May 12 through May 18, 1975 is to be designated as Billings Aviation Week, with special events and activities to be held at the Billings Logan International Airport on May 17 and 18, 1975. This special event is being sponsored by the City of Billings Airport Department, Federal Aviation Administration and all airport tenants. The Mayor of the City of Billings will designate the week of May 12-18th as Aviation Week to further high-lite the significant contribution the airport has made to the local community. The theme of the week is "Education in Aviation."

In addition to tours, exhibits, displays, movies, best-essay contests "How Aviation Serves Billings" and photo contests of the event are planned to be held during Aviation Week. The Federal Aviation Administration has scheduled a film strip "A Flight to Grandmother's" to be shown in the local elementary schools and will distribute educational kits and conduct tours of the FAA facilities at the airport.

Local fixed base operators and airlines are planning educational and static aircraft displays.

The City of Billings Airport Department will also celebrate its forty-sixth year of operation during this

event.

The intent of Billings Aviation Week is to familiarize the local community with the various services and activities in operation at the airport.

LEWISTOWN MEETING ON FRONTIER'S REALIGNMENT PROPOSAL

By: WILLIAM E. HUNT, Adm.

The meeting called by Lyman Clayton, Chairman of the Northern Plains Air Transportation Council, was held at noon April 24 at the Yogo Inn in Lewistown, Montana. The purpose of the meeting was to discuss the realignment proposal of Frontier Airlines and to adopt a position of our council in regard to this proposal.

A little background information about the council. It is composed of the seven smaller cities that are served by the Twin Otter service of Frontier. This includes Havre, Glasgow, Wolf Point, Sidney, Glendive, Miles City and Lewistown. The two larger cities touched by the Twin Otter service, Billings and Great Falls, are not members of the council.

The discussion of the proposal lasted in excess of three hours, followed by a resolution that the proposal be endorsed and supported by the organization and at the same time effort be made by the Council members that a method be devised to include the towns of Sidney and

Wolf Point that are being deleted by the proposal.

It was the consensus of those in attendance at the meeting, that included representatives of the chambers of commerce and other local organizations, that the proposal was an improvement over the old service except that it spelled loss of service to the two cities of Wolf Point and Sidney. Lyman Clayton, Chairman of the council, who conducted the meeting, appointed a committee of a representative from each city to work with the airline to expend every effort to include the cities of Wolf Point and Sidney in this improved service by Frontier.

FIRC HELD IN HELENA

By: JACK WILSON, Chief
Safety & Education Bureau

The annual Flight Instructor Refresher Course 1975 was held at the Travelodge in Helena March 16 through 21. This year instead of the usual 20 flight instructor refresher students, we raised the number to 24 which caused us to raise our tutors from 5 to 6 because each tutor had 4 students. Naturally, we had to acquire additional aircraft for the use of these students.

Mr. Jake Demmerly, the Accident Prevention Specialist from the Helena GADO, was very instrumental in assisting me in the planning and con-

(Continued on Page 3)

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

**Thomas L. Judge, Governor
Ronald P. Richards, Director
Martin T. Mangan, Deputy Director**

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**AIRPORT MAINTENANCE
SEMINAR TO BE HELD**

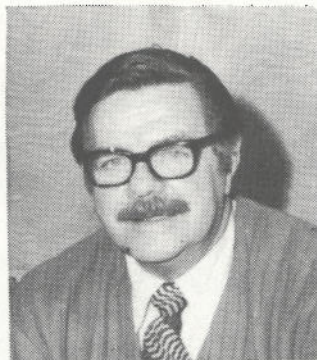


By: TED MATHIS, Airport Manager

The Montana division of aeronautics with the cooperation of the Federal Aviation Administration, will sponsor an Airport Maintenance Seminar on June 26 and 27, 1975. The seminar will be held at the new crash fire rescue building on the

(Continued on Page 3)

*Administrator's
Column*



As usual there are many problems facing aviation, but as of this writing the one dominating the horizon is the Airport Development Aid Program that expires June 30, 1975, and the legislation presently under consideration to determine what will be done about the future of ADAP. The alternatives range all the way from discontinuing the program which immediately provides more problems, to what becomes of the surplus, plus the needs of the airports that are continuing and demanding, and it is rejected by most of the responsible people involved with the problem. If it is to be continued, as most of us think that it should be, then what form should it take. Again, the problem arises as to whether or not they should continue the present formulas which means in Montana 20% state for 80% federal ADAP funds, or should the ratio be changed. Should the money go to the big airports according to a different formula than the one being used now, perhaps based on the number of departures, or should there be a continued attempt to develop the airport system as needed rather than provide a system which some call the "rich getting richer" while the small airports get poorer.

Everyone is concerned about the problem and it is certain that something will come out of it but it would help if those of you interested would write the Congressional delegation requesting that they continue the program so funds would be available

to the airports.

* * * * *

In Montana, along with the overshadowing problem for all of Montana concerning money for airports, there is a serious situation existing on the Frontier routes in eastern Montana. Frontier proposes to change the basic policy of the route from the old idea of transporting people from community to community served by the Twin Otters in eastern Montana and western North Dakota to one that takes the people within the Twin Otter area out to connecting regional and trunk routes. There are those communities who consider that service will be improved by this method but the cities of Wolf Point and Sidney of course would disagree because they are being dropped from this proposed system. Those two communities have promised strong opposition to the eliminating of this service whether it be in the new or old policy of Frontier.

1975 MPA CONVENTION

The Montana Pilots Association State Convention is scheduled for May 16-18, 1975, at the Yogo Inn, Lewistown, Montana. Registration will start at noon May 16. Theme of the convention is Gold Rush Days, so bring your costume to wear to the banquet Saturday night.

The guest speaker will be Ann Pellegrino, the modern day Amelia Earhart. She is a teacher, aviatrix and authoress. She flew the same course on which Amelia Earhart went down, and dropped a wreath.

Early registration (prior to May 6) is \$30.00 per couple, or \$17.50 for a single. Registration at the convention headquarters will cost \$35.00 per couple, or \$20.00 for a single. Early registrations should be sent to Mrs. Bob Simpson, 911 8th Avenue North, Lewistown, Montana 59457, including the number in the party, and enclosing a check.

Be sure to attend and join in the fun.

Reservations may be made direct to any motel in Lewistown, or by writing the Lewistown Area Chamber of Commerce, P.O. Box 818, Lewistown, Montana 59457.

(Continued from Page 1)

duct of this refresher course. During the span of the course, instruction was given by the air traffic control people in Helena and the RAPCON people in Great Falls. The national weather service quality control officer, Mr. R. D. Rausch made a presentation on weather phenomena in Montana. Assisting Mr. Demmerly from the Helena GADO were Ron Steele and Earl Morgan. We were very fortunate in having outside assistance from the FAA represented by Mr. Willard Pederson from the FAA headquarters in Washington. Dr. Burton, Salt Lake City, Utah, made a presentation on aviation and medicine and George Batchelder, also from Salt Lake City, made a presentation on the fundamentals of flight instruction.

Handling the air traffic control portion of the course was Mr. Will Mavis, chief of the combined station tower in Helena and Doug Knaptan, one of his assistants, who covered air traffic flight service stations and tower operations. Pote Morrow and John Edmunds, from Great Falls RAPCON, made a presentation on radar approach control procedures. Acting as flight tutors for the course were Dick Davis from Great Falls, Mike Strand from Kalispell, Jack Hughes from Missoula, Fritz Lueneberg from Billings, Walt Hensley from Havre and Jeff Morrison from Helena.

On Thursday night, the 20th of March, an awards banquet was held in the Travelodge where certificates of completion and awards were made to the tutors and people who made presentations. As an added feature at this banquet, the Flight Instructor of the Year Award was given to George Wetherell, who was accompanied by his wife. This presentation was made by Mr. Les Severance. Also during the banquet, Mr. Severance and Mr. Goodsell gave renewal certificates to flight instructors renewing their certificates.

Over all, it appears that this course was successful, with good presentations, the weather was excellent and no flying time was lost. It is hoped

that this can continue to be at least an annual instructor course.

(Continued from Page 2)

Yellowstone Airport which is located just north of West Yellowstone, Montana.

Noted authorities and industry representatives will give presentations on such things as airport paving and repair, installation and repair of airport lighting systems, wind indicating devices and many others.

The next issue of Montana and the Sky will feature a more detailed account of the seminar along with registration form and program schedule.

Anyone associated with airport maintenance is welcome so why not plan to attend.

FLIGHT INSTRUCTOR OF THE YEAR

HELENA FAA GADO AREA

The 1975 Flight Instructor of the Year Award for the Helena FAA GADO's area went to George A. Wetherell, Director of Flight Operations, Butte Aero, Butte, Montana.

In addition to the certificates and ratings he holds, his professionalism and dedication in the field of flight instructing has been outstanding.

The recommendation of Mr. Wetherell for the award reads, in part, as follows: "As a designated pilot and instrument rating examiner, he is an excellent representative of the FAA as well as a distinguished and excep-

tional flight instructor. He projects an image that is a credit to the flight instructing profession and the general aviation community."

He was presented the Flight Instructor of the Year Award by Mr. Les Severance, Chief of the FAA's Helena General Aviation District Office. The award ceremony took place at the Flight Instructor Refresher Clinic Banquet held at the Travelodge on March 20, 1975.

JACK HUGHES ELECTED PRESIDENT OF JOHNSON INTERNATIONAL AIRLINES

Jack R. Hughes, former member of the Montana Aeronautics Commission, was recently elected President of Johnson International Airlines, a Missoula-based firm claiming to be one of only thirteen non-scheduled airlines in the nation. Hughes has been serving as the airline's general manager.

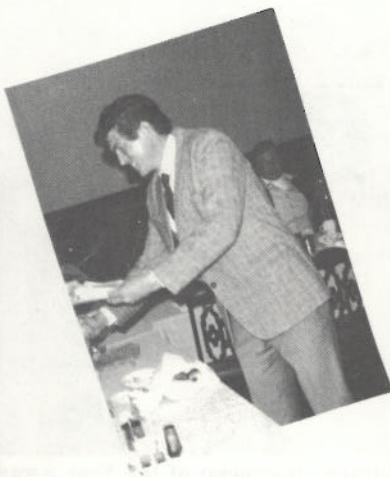
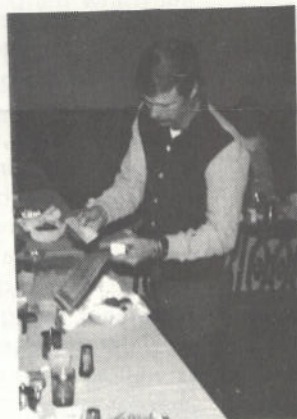
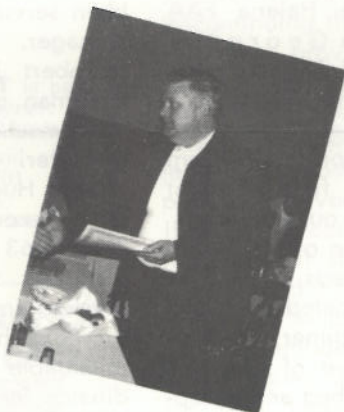
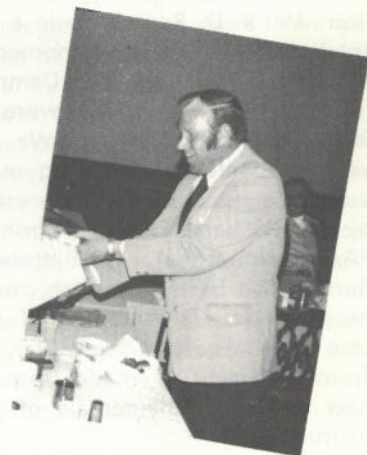
Robert Johnson will continue as chairman of the board, and John Schoemacher will act as secretary-treasurer.

Jack Hughes served on the Montana Aeronautics Commission from July 1963 through June 1971 and continues to assist the aeronautics division frequently in Flight Instructor Refresher Courses, and with his invaluable services as Search Coordinator for District 14.

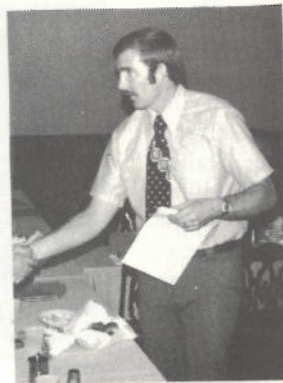
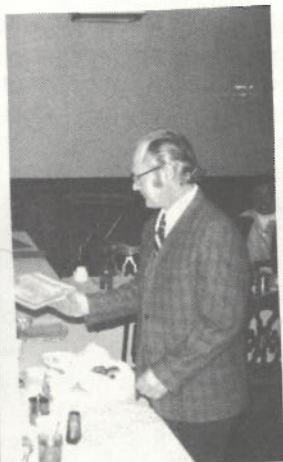
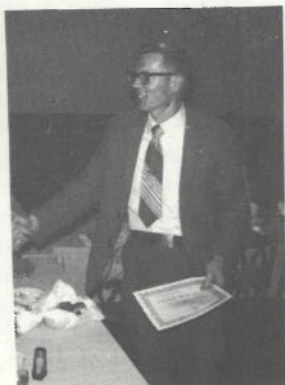
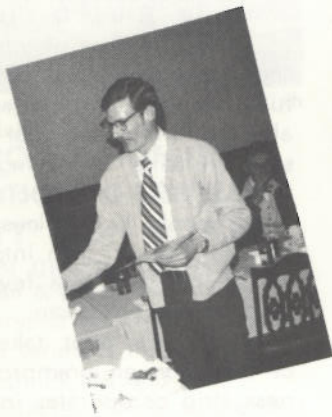


Presentation of the Flight Instructor of the Year Award for 1975. Left to right, Ken Goodsell, Chief, Billings GADO; Mrs. George A. Wetherell, George Wetherell, recipient of the award; and Les Severance, Chief, Helena GADO.

CERTIFICATES BEING PRESENTED BY DIRECTOR RONALD P. RICH



ARDS AT THE FLIGHT INSTRUCTOR REFRESHER COURSE, HELENA



MRS. JACK WILSON DIES

We are saddened by the death of Jack Wilson's wife Peggi. After an extended illness, her death came on Wednesday, April 16. She was born in Los Angeles, California April 18, 1920. She attended schools in North Hollywood and Eagle Rock, California and was employed by the United States Air Force as a clerk-typist during World War II at Mines Field, which is now the Los Angeles International Airport.

On May 11, 1945, in Las Vegas, Nevada she married Jack Wilson. The couple lived in Great Falls until 1963, when Jack retired from the Air Force.

They have lived in Helena since that time where Jack has worked for the Montana Aeronautics Commission, now the division of aeronautics.

Our sincere sympathy is extended to Jack and his two daughters, Mrs. Sue Hetherington and Mrs. Jacqueline Shanklin, both of Helena.



Frank Felke in front of his operations at Big Sky, Lewistown.

AIR TRANSPORTATION BUREAU

MIKE FERGUSON, Chief
BIG SKY AIRCRAFT, INC.

Big Sky Aircraft, Inc., Lewistown Municipal Airport, Lewistown, Montana, is owned and operated by Frank Felke.

Big Sky Aircraft, Inc., is an immaculately clean aircraft repair facility holding an FAA Repair Station (NO D-01-1) Certification for limited Airframe and Special Services. Frank employs 2 full time mechanics, Wayne Carlson and Don Haecker, with himself and Wayne holding Inspection Authorization certificates. Big Sky Aircraft specializes in air-



Frank Felke in his engine build-up room.

craft rebuilding and engine overhaul and Frank advised us of their plans to go into specialized recovering of fabric covered aircraft. He feels there is a large future potential for recovering older aircraft.

Big Sky Aircraft offers a full line service (providing 80, 100, and jet fuel). They also offer a courtesy car.

Frank was born in Great Bend, Kansas and graduated from the Hudson High School, Hudson, Kansas. Frank served 4 years in the USAF (from 1956 until 1960) during which time he was trained and worked as an aircraft maintenance technician on Boeing B-47 jet bombers at Lincoln AFB, Lincoln, Nebraska. After receiving an honorable release from the USAF, Frank attended the Sparten School of Aeronautics at Tulsa, Oklahoma, and completed the Airframe and Powerplant maintenance course in 1962. He then went to work for General Dynamics at Roswell, New Mexico, and worked on the Atlas Missile Project until 1963, at which time he accepted employment with Boeing Aircraft and worked on the Minute-man Missile program. During his 6 years with Boeing he worked in Montana, North Dakota, South Dakota and Missouri. In 1968 Frank returned to Montana and purchased Bass Mooney at Lewistown and founded Big Sky Aviation, Inc.

Frank married Joan Sieck in 1959 at Lincoln, Nebraska, and they, with their 3 children (2 boys and 1 girl), reside in Lewistown.

Frank belong to the MPA, Lions, Eagles, Elks and American Legion. Frank is presently serving as Airport Manager at the Lewistown Municipal Airport. He holds an A&P license

and an Inspection Authorization Certificate. His hobbies are fishing, hunting, camping, and snowmobiling.

TAKE TIME—BE PREPARED

By: JAKE DEMMERLY
Accident Prevention Specialist
Helena GADO

This is the time of year when the snow is starting to melt and hopefully spring is on its way. This is also the time of the year when pilots start thinking of flying into their favorite fishing spots. However, what should be a pleasant and enjoyable trip can turn into something not so pleasant if a few basic precautions are not taken.

Anytime a pilot takes off from or lands on an unimproved wilderness strip or operates in an off airport area, he can be taking what might be called a calculated risk. The importance of making sure that any landing area is safe before committing yourself to a landing cannot be stressed too strongly.

Spend the time required to make passes over an area until you are satisfied that you know all there is to know about the place before you land. But remember, you might spend a long time looking over a spot and still goof if your experience level does not qualify you as to what to look for or to properly analyze what you saw.

If you do make a successful landing, it's still a good idea to walk over the takeoff area prior to departure in order to make certain that you didn't just happen to miss a hidden stump or rock during your landing roll that just might bring your attempted takeoff to an abrupt end.

Last, but certainly not least, on both the landing and the takeoff, the pilot must take into consideration the obstructions to be cleared, the proposed approach or takeoff path, the wind and the density altitude.

Failure to consider all aspects of the proposed takeoff and landing might cause a long hike out as well as a large dent in the pilot's bankroll. Take a good long hard look at any operation that is in any way marginal.



Aviation Class, Garfield Co. High School, Jordan.

INTRODUCTION TO AVIATION GARFIELD COUNTY HIGH SCHOOL

By: SAM GRIGGS, Supervisor
Aviation & Space Education

The supervisor was invited to participate in a series of mini courses in Jordan March 19, 20 and 21.

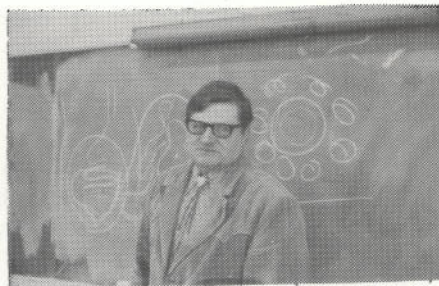
Regular classes were suspended for those three days and the Garfield County High students could sign up for one of many pop courses including aviation.

Local adults were also invited to attend for the small fee of \$15.00.

These pop courses included: Art, Trapping and Tracking, Upholstering, Sheep Shearing, Car Customizing, Cake Baking and Decorating, Ceramics, First Aid, Horse Shoeing, Meat Cutting, Leather Craft, Advanced Photography and, of course, Aviation.

We flew students, friends and administrators around the local countryside for ½ days and the other ½ days were spent in the classroom explaining the dark secrets and some basics of aviation.

The principal, Tom Eaton, must be



Tom Eaton, Principal, Garfield Co. High School, Jordan.

commended for some long range vision.

We will have a brand new course in Aviation starting next fall with 12 students under the guidance of the math teacher, Norm Ostby.

AERONAUTICS BOARD MEETING

The board of aeronautics met on April 11 and considered many matters that were presented by the division for their advice and discussion. There were reports from the bureaus which I think are also covered elsewhere in this newsletter or have been covered in the past.

The board was advised that the airport system plan for Montana had been accepted by both the FAA and the state and requested a copy be sent to them immediately. The board received a copy following the meeting or had one mailed to them.

There was a discussion of the study of Polar flights out of Great Falls to be made by statewide survey financed by the division. T.A.P., Inc. of Bozeman is to make the study and has been authorized to proceed, although the board was advised that

the details concerning the contract between T.A.P. and the division of aeronautics had not yet been completed.

New board member Patenaude voiced his concern about the requirement for more complex aircraft for student training. He pointed out that many of the fixed base operators with schools at small airports around Montana simply could not justify such equipment and the opportunity of flying for many people would be eliminated by this new requirement of the FAA.

Legislation was discussed but since the matters before the board were in the last phases of legislation being considered by the legislature, they were not yet completed and no final statement was made concerning this, although the board was advised that the legislature had apparently authorized replacement for the 206, a new hangar in Helena, and remodeling of office space to better utilize the building now occupied by the aeronautics at the airport in Helena.

Member Bill Merrick of Bozeman said that they had received the \$84,000 from the aeronautics division for a loan to help interim financing until the bond issue was made at which time the loan would be repaid to the division of aeronautics. Mr. Merrick said that at the last minute the division did very well to get the money for them and they appreciated it because there had been the legal problem of whether or not it had been authorized by the people. The bond issue had been authorized and the airport authority of course has always maintained it had the authority to make the loan.

Bud Kelleher who had been invited to the meeting as a representative of the Montana Airport Managers Association, was not able to be present because of the press of the legislature and Bill Utter, Great Falls Manager, was also invited representing the airport managers but was sick in bed.

The board decided that some time in June it would hold its next meeting in West Yellowstone.



Norm Ostby, Teacher, Garfield Co. High School, Jordan, and some of his students.

NEW GREAT FALLS TERMINAL TO OPEN

By: **BERNICE M. PEACOCK**
Administrative Assistant

A pre-opening tour of the new Great Falls Terminal proved to be most interesting. It will be worth while for anyone who can to attend the opening ceremonies in June.

In the meantime, the first airline use of the terminal will be May 6, marking the end of a \$10 million expansion program lasting four years. It is the largest terminal in Montana, the most modern and convenient international airport terminal building between Seattle and Minneapolis, according to William Utter, Great Falls International Airport Director.

This is the culmination of over ten years of planning, study, arguments, engineering and construction. Hundreds of people have worked together to make it possible.

Mr. Utter invites all Montanans to visit the terminal and emphasizes that it is not so important whether one airport is bigger or better, but how they work together to create a system of airports to serve the air traveler.

CALENDAR

May 11—Havre MPA Hangar Airshow.

May 12-18—Billings Aviation Week.

May 16-18—MPA State Convention, Yogo Inn, Lewistown, Montana.

May 18—Yellowtail Dam Fly-In.

May 23-25—Wyoming Flying Farmers Convention, Holiday Inn, Casper, Wyoming.

June 8—Langhus Fly-In, Big Timber.

June 14—Great Falls International Airport Terminal Dedication.

June 15—General Aviation Day—Open House and Fly-In, Great Falls International Airport.

July 4—Deer Lodge Fly-In and Air Show.

July 4-6—Sondreson Fly-In, Polebridge, Montana.

July 11-13—Wolf Point Annual Stampede.

July 27-August 5—International Flying Farmer Conference, Lafayette, Indiana.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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